

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST DISTRICT  
1213 CAMINO DEL RIO SOUTH, SUITE 125  
SAN DIEGO, CA 92108-3520  
297-9740

COASTAL DEVELOPMENT PERMIT NO. 6-90-123  
Page 1 of 2



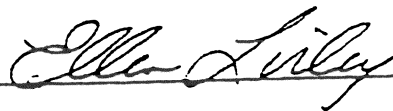
On September 13, 1990, the California Coastal Commission granted to California Department of Transportation this permit for the development described below, subject to the attached Standard and Special Conditions.

**Description:** Construction of several interrelated highway improvements and preparation of the associated mitigation site, including: demolition or removal of several existing structures, including seven single-family residences, a gas station, two restaurants, and numerous residential and commercial accessory structures or improvements; widen the I-5 freeway from Carmel Mountain Road north to Del Mar Heights Road, increasing from eight to as many as thirteen lanes; construct a new six-lane freeway, separated from but parallel to the existing I-5 freeway, from the I-5/I-805 junction north to Carmel Valley Road; construct freeway interchanges/connectors at I-5/I-805, I-5/Carmel Mountain Road, I-5/SR 56 and SR 56/El Camino Real; widen ramps, add auxiliary lanes, and do similar secondary highway improvements along all project corridors; construct SR 56 West, a new 1.8 mile freeway of up to six lanes, following the general alignment of existing Carmel Valley Road; grade and plant an enhanced floodway along Carmel Creek from I-5 east to Carmel Country Road (CVREP), as mitigation for the biological impacts of the other project components, and of the City of San Diego's project to widen/realign El Camino Real.

**Site:** Along existing I-5 and I-805 from south of their junction to 0.9 miles north of Del Mar Heights Road, and from I-5 east through Carmel Valley to .6 mile east of Carmel Country Road, North City, San Diego, San Diego County.

Issued on behalf of the California Coastal Commission by

PETER DOUGLAS  
Executive Director  
and



IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE.

ACKNOWLEDGEMENT

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

3/12-91  
Date

E. J. Lynam  
Signature of Permittee

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgement. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: None.

## INTRODUCTION AND PROJECT DESCRIPTION

This section is intended to provide a brief overview of the project for purposes of the coastal development permit application.

The proposed project is the widening of seven miles of interstate freeway in the City of San Diego between I-5 at Genesee Avenue and I-805 at Mira Mesa Boulevard on the south, and I-5 at Del Mar Heights Road on the north (see Figures 1 & 2).

### 1. Project Features

The proposed project will:

- Widen the existing eight lane I-5 freeway to 11 lanes between Carmel Mountain Road and Carmel Valley Road (includes two HOV lanes).
- Construct six new freeway lanes, in addition to the above, outside of and separated by a median barrier from existing I-5 between I-5/I-805 junction and Carmel Valley Road (three lanes on each side) for a total of 17 lanes.
- Widen the existing eight lane I-5 freeway to 13 lanes between Carmel Valley Road and Del Mar Heights Road.
- Construct I-5 direct connectors northbound to eastbound and westbound to southbound at Carmel Valley Road (future Route 56).
- Construct direct connectors at the I-5/I-805 junction between the new separated freeway lanes and existing lanes.
- Construct a partial interchange on Carmel Valley Road (State Route 56) at El Camino Real.
- Widen ramps, add auxiliary lanes, and other improvements on I-5 and I-805.

### 2. Existing Transportation Problems Addressed by this Project

Improvement of I-5 between the I-5/I-805 junction and Del Mar Heights Road is needed to reduce existing traffic congestion and accommodate predicted future increased traffic volumes. At the I-5/I-805 junction, eight lanes of I-805 traffic and eight lanes of I-5 traffic (16 total) presently merge together to form a single eight-lane freeway. Until recently, when capacity of the merged freeway was reached, this arrangement worked well. Now, more lanes must be added to accommodate additional traffic and maintain the existing investment in I-5 and I-805. Average daily traffic volume in the project area has more than

doubled in recent years. Between 1975 and 1989 traffic volume increased from 75,000 vehicles per day to 214,000. Most of this rise can be attributed to rapid development of the northern coastal cities in San Diego County.

Traffic forecasts predict continued increases in daily traffic volumes reflecting not only the continued, sustained growth of San Diego County as a whole, but also the very large residential, commercial and industrial development currently underway adjacent to and extending easterly from the project.

Configuration of the existing I-5/I-805 junction causes faster-moving northbound automobile traffic on I-5 to cross through slower-moving truck traffic from I-805. Trucks comprise about 6% of the average daily traffic, and 4% of the peak hour traffic. They tend to cause an undesirable weaving condition when mixing with high speed auto traffic at this location. This results in conflicts of speed and mix of traffic. In the southbound direction, high speed auto traffic continuing south on I-5 must cross through slower trucks exiting to southbound I-805. High speed autos and slow speed trucks should be separated in both directions to avoid this undesirable condition.

Northbound trucks on I-5 are slowed by the 1.3 mile, 3% upgrade between Carmel Valley Road and Del Mar Heights Road. These trucks become slow moving obstacles to faster auto traffic. The situation would be improved by the addition of a northbound truck climbing lane. A heavy move entering the freeway at Carmel Valley Road and a heavy move exiting the freeway at Del Mar Heights Road will also conflict with these trucks.

In addition to the above operational problems there are three additional problems addressed:

- 1) Two-foot wide shoulders on existing I-5 bridges over the AT&SF Railroad, Los Penasquitos Creek and I-805 do not allow disabled traffic to pull off the through lanes. These shoulders require widening to meet current standards.
- 2) Embankment foundations are settling on portions of I-5 between the I-5/I-805 junction and Carmel Valley Road (recent rehabilitation work has repaired a three-foot pavement dip in this unstable area).
- 3) A major drainage problem poses a threat to Interstate 5 during a heavy rain or series of rainstorms. Accumulated sediment in the existing culverts under I-5 at Carmel Valley restricts water capacity.

The following near-term future problems are addressed by the project:

- Increased traffic from I-5, I-805 and the North City. West/Sorrento Hills developments will cause additional congestion on I-5 within the project area.

- Increased traffic from North City West on Carmel Valley Road will overload ramps at the Carmel Valley Road interchange.
- Increased traffic between Los Angeles and San Diego and increased regional travel traversing this bottleneck on I-5.
- The lack of auxiliary lanes between Carmel Valley Road and Del Mar Heights Road creates weaving problems between vehicles entering and exiting the freeway.
- Due to the lack of an interchange at Carmel Mountain Road, traffic from the planned Sorrento Hills development will overload the Carmel Valley Road interchange and aggravate the existing congestion problem at the Sorrento Valley (Roselle Street) interchange.
- The lack of a northbound auxiliary lane between the Genesee Avenue interchange and the Roselle Street interchange will cause an undesirable weaving condition.

The following long-range future problems are addressed by this project:

- The development of North City West will require added freeway to freeway interchange capacity at Carmel Valley Road and I-5.
- Increased traffic on I-5, I-805 and SR 56 will cause additional congestion on I-5 within the project area.

### 3. Specific Project Design

The project will widen I-5 by extending the northbound fifth lane from its present terminus at the end of I-5/I-805 merge to the northbound exit ramp at Carmel Valley Road. The lane would be trapped off at that latter point.

The project will provide 13 lanes between Carmel Valley Road and Del Mar Heights Road. Two lanes would be added to the four existing northbound lanes north of the on-ramp at Carmel Valley Road. The Number 5 lane would serve as a truck lane and extend to the project limit at 0.9 mile north of Del Mar Heights Road; the Number 6 would be an auxiliary lane trapped off at the Del Mar Heights Road off ramp. In the future, the Number 6 lane could be extended over the Del Mar Heights summit and operate as a truck lane.

In the southbound direction, an auxiliary lane will be added between the new two-lane exit ramp at Carmel Valley Road and the eastbound to southbound entrance ramp at Del Mar Heights Road. Two HOV lanes would be added in the median on I-805 south of the I-5/I-805 junction to the merge and on I-5 from the merge to north of Del Mar Heights Road.

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA  
7575 METROPOLITAN DRIVE, SUITE 103  
SAN DIEGO, CA 92108-4402  
(619) 767-2370



Caltrans  
Attn: Bruce April  
P.O. Box 85406, MS 46  
San Diego, California 92186

NOTICE OF ACCEPTANCE

Date: August 8, 2001

Applicant: California Department of Transportation

Document or Plans: 1. Final Plans; 2. Revised Monitoring Program incorporating landscaping; 3. Commitment to implement and maintain all BMPs

Submitted in compliance with Special Condition(s) No(s): 1 - 3  
of Coastal Development Permit No. 6-90-123-A1

Remaining Special Condition(s): None

Material submitted in compliance with said Special Condition(s) of your development permit has been reviewed by the District Director and found to fulfill the requirements of said condition(s). Your submitted material and a copy of this letter have been made a part of the permanent file.

Sincerely,

Deborah Lee  
Deputy Director

By: Ellen Riley

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4402

(619) 767-2370

COASTAL DEVELOPMENT PERMIT NO. 6-90-123-A1Page 1 of 6

On August 6, 2001, the California Coastal Commission granted to California Department of Transportation this permit for the development described below, subject to the attached Standard and Special Conditions.

Original Description: Construction of several interrelated highway improvements and their associated mitigation; the major project components include demolition of several existing structures, widening of portions of I-5 and I-805, construction of the western segment of SR 56 and creation of the Carmel Valley Resource Enhancement Project (CVREP); project construction is phased over many years.

Proposed Amendment: Minor realignment of the previously-approved project footprint in several areas of freeway improvements, due to errors in initial calculations, accommodation of aerial maintenance easements and design refinements, increasing the overall project footprint by approximately 8.5 acres. These changes result in an increase in wetland impacts by approximately 4 acres (0.3 acres of permanently impacted riparian wetlands). A more detailed description is attached to the end of this permit and begins on Page 5.

Site: Original project extended from south of the I-5/I-805 merge to north of Del Mar Heights Road, and inland two miles along the Carmel Creek corridor. Proposed modifications would occur primarily along I-5 in the areas of Carmel Valley Road and Carmel Mountain Road and at the Los Penasquitos Creek overcrossing (I-5/I-805 merge), North City, San Diego, San Diego County.

Issued on behalf of the California Coastal Commission by

PETER DOUGLAS  
Executive Director  
and

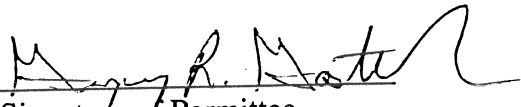
A handwritten signature in cursive script, appearing to read "Peter Douglas", written over a horizontal line.

**IMPORTANT:** THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE.

**ACKNOWLEDGMENT**

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

8-9-01  
Date

  
Signature of Permittee

**STANDARD CONDITIONS:**

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.



SPECIAL CONDITIONS:

The permit is subject to the following conditions:

1. Final Plans. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT AMENDMENT, the applicant shall submit to the Executive Director for review and written approval, final plans for the amendment. At a minimum, the plans shall include the final design for the mitigation and monitoring program, final plans for the visual buffering of all proposed hardscape (i.e., retaining walls, maintenance pullouts, slope paving, etc.) and a final site plan confirming the location of all safety features, including the changeable message signs within the coastal zone. Some of these requirements are further explained in subsequent conditions.

The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without further amendment to this coastal development permit unless the Executive Director determines that no additional amendment is required.

2. Revised/Augmented Mitigation/Monitoring Plan. PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT AMENDMENT, the applicant shall submit to the Executive Director for review and written approval, either a revised version of the Habitat Mitigation and Monitoring Proposal for Interstate 5 Widening and Interchange Improvements Stage 3 (dated May, 2001), or an additional plan addressing the following project components:

a) Stone Retaining Walls.

1. All walls shall be finished in colors and materials compatible with the surrounding area.
2. Landscaping shall be provided for all retaining walls visible from public streets, highways or recreational areas, to the degree possible:
  - Only native or drought-tolerant, fire-resistant, non-invasive species shall be utilized.
  - Only temporary irrigation for plant establishment is allowed.
  - Avoid or minimize the use of fertilizers and pesticides.
  - All plantings shall be monitored and maintained in good growing condition for the life of the walls.

b) Plantable Geosynthetically Reinforced Wall.

1. The wall shall be colored in earthtones compatible with nearby natural hillsides.

2. The entire wall shall be landscaped with a species mix of predominately native coastal sage scrub species:
  - Only native or drought-tolerant, fire-resistant, non-invasive species shall be utilized
  - Only temporary irrigation for plant establishment is allowed.
  - Avoid or minimize the use of fertilizers and pesticides.
  - All plantings shall be monitored and maintained in good growing condition for the life of the wall.
  - The vegetation shall be monitored regularly for a minimum of five years, with an annual monitoring report submitted in conjunction with the required wetland monitoring reports.
  - Four permanent photo stations along the wall shall be identified in the monitoring plan and annual monitoring reports shall include photographs taken at each of these locations.

c) Maintenance Pullouts and Gore Paving.

1. These facilities shall be screened by landscaping to the degree possible.
  - Only native or drought-tolerant, fire-resistant, non-invasive species shall be utilized.
  - Only temporary irrigation for plant establishment is allowed.
  - Avoid or minimize the use of fertilizers and pesticides.
  - All plantings shall be monitored and maintained in good growing condition for the life of the facilities.

d) Changeable Message Signs.

1. Landscaping shall screen the concrete bases and lower part of the poles:
  - Only native or drought-tolerant, fire-resistant, non-invasive species shall be utilized.
  - Only temporary irrigation for plant establishment is allowed.
  - Avoid or minimize the use of fertilizers and pesticides.
  - All plantings shall be monitored and maintained in good growing condition for the life of the signs.

e) Closed Circuit TV Equipment.

1. All equipment except the cameras shall be painted in dark tones to reduce visibility.
2. Landscaping shall screen the equipment cabinets and lower part of the poles:
  - Only native or drought-tolerant, fire-resistant, non-invasive species shall be utilized.
  - Only temporary irrigation for plant establishment is allowed.

- Avoid or minimize the use of fertilizers and pesticides.
- All plantings shall be monitored and maintained in good growing condition for the life of the equipment.

The permittee shall undertake monitoring and maintenance in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without further amendment to this coastal development permit unless the Executive Director determines that no additional amendment is required.

3. Runoff Control/BMP Plans. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall agree in writing to implement and maintain the pollution control practices and facilities identified in the statewide Caltrans Storm Water Pollution Prevention Plan and delineated on the *Project Plans for Construction on State Highway, dated April 23, 2001*, which minimizes the volume, velocity and pollutant load of stormwater leaving the site and ultimately discharged into Los Penasquitos Lagoon. The drainage and filtration systems shall be maintained such that they are functional throughout the life of the approved development. Should repairs or restoration become necessary, prior to the commencement of such repair or restoration work, the permittee shall submit a repair and restoration plan to the Executive Director to determine if an amendment or new coastal development permit is required to authorize such work.

The permittees shall undertake the development in accordance with the approved plan. Any proposed changes to the approved plan shall be reported to the Executive Director. No change to the plan shall occur without a Commission-approved amendment to the permit unless the Executive Director determines that no such amendment is required.

### DETAILED DESCRIPTION

The proposed amendment of the previously-approved project footprint would modify the alignment at several locations of the overall freeway improvements, in response to errors in initial calculations, accommodation of aerial maintenance easements and design refinements. Altogether, the amendments increase the overall project footprint by approximately nine acres. These changes result in an increase in wetland impacts by approximately 4 acres (0.3 acres of permanently impacted riparian wetlands, and 3.7 acres of temporary impacts to riparian and freshwater marsh wetlands). Other project modifications include installation of a 4-foot-high concrete barrier on the west side of the existing southbound I-5 main lanes, installation of a 1-foot extension to the existing 3-foot concrete barrier on the westbound SR-56/ southbound I-5 connector, and installation of a 4-foot barrier on the future southbound truck connector structure to help reduce freeway noise in the adjacent Los Penasquitos Lagoon and wildlife corridor.

The amendments would also result in an overall increase in the height of retaining walls of various sizes, including a 67-foot plantable geosynthetically reinforced (PGR) wall, which is proposed to replace the 40-foot retaining wall that was approved previously. This wall would be located on the west side of I-5, between the freeway and an existing industrial park south of Carmel Mountain Road. There would also be an increase in the length of the retaining walls from 15,000 linear feet to 18,333 linear feet, as walls are now proposed in several areas that were originally approved to have massive fill slopes.

The proposed amended project also includes replacement of 1,328 feet of existing concrete lined channel with 1,256 feet of bioswale and 72 feet of plantable RSP, construction of a detention basin at the merge and widening of the existing concrete channels paralleling I-805 just south of the merge. Also, the proposal includes construction of 14 maintenance vehicle pull-outs, two new and one relocated ramp meters, two changeable message signs, six closed-circuit TV cameras with associated equipment, and slope paving in six locations. Finally, the applicant requests after-the-fact approval of a desiltation basin installed previously without a coastal development permit.